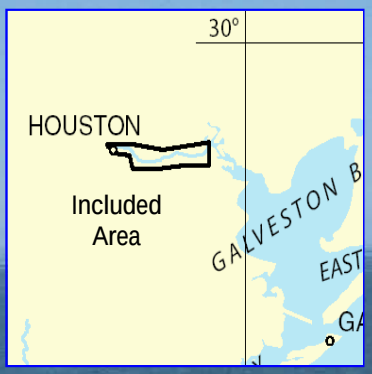
BookletChart™

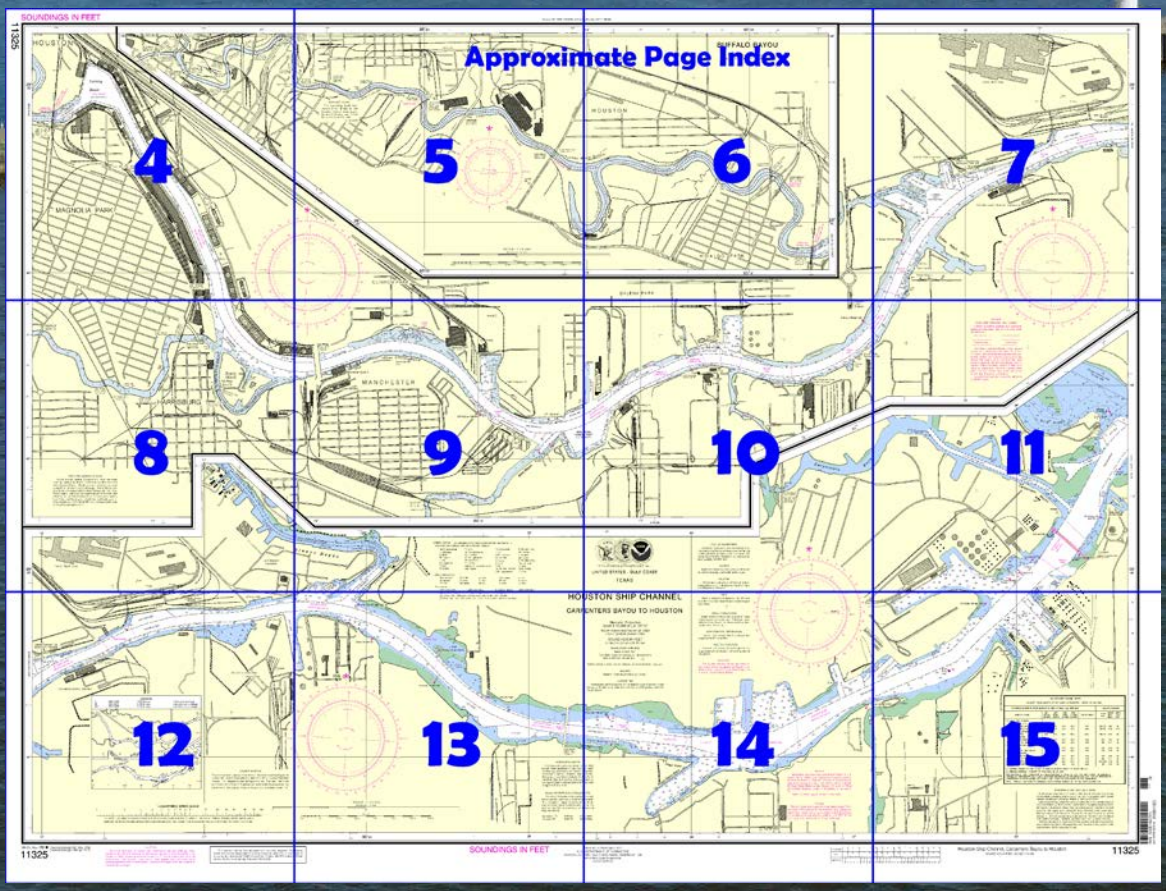
Houston Ship Channel
Carpenters Bayou to Houston
NOAA Chart 11325

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

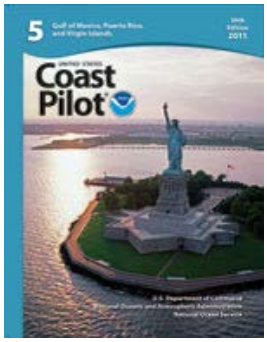
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11325



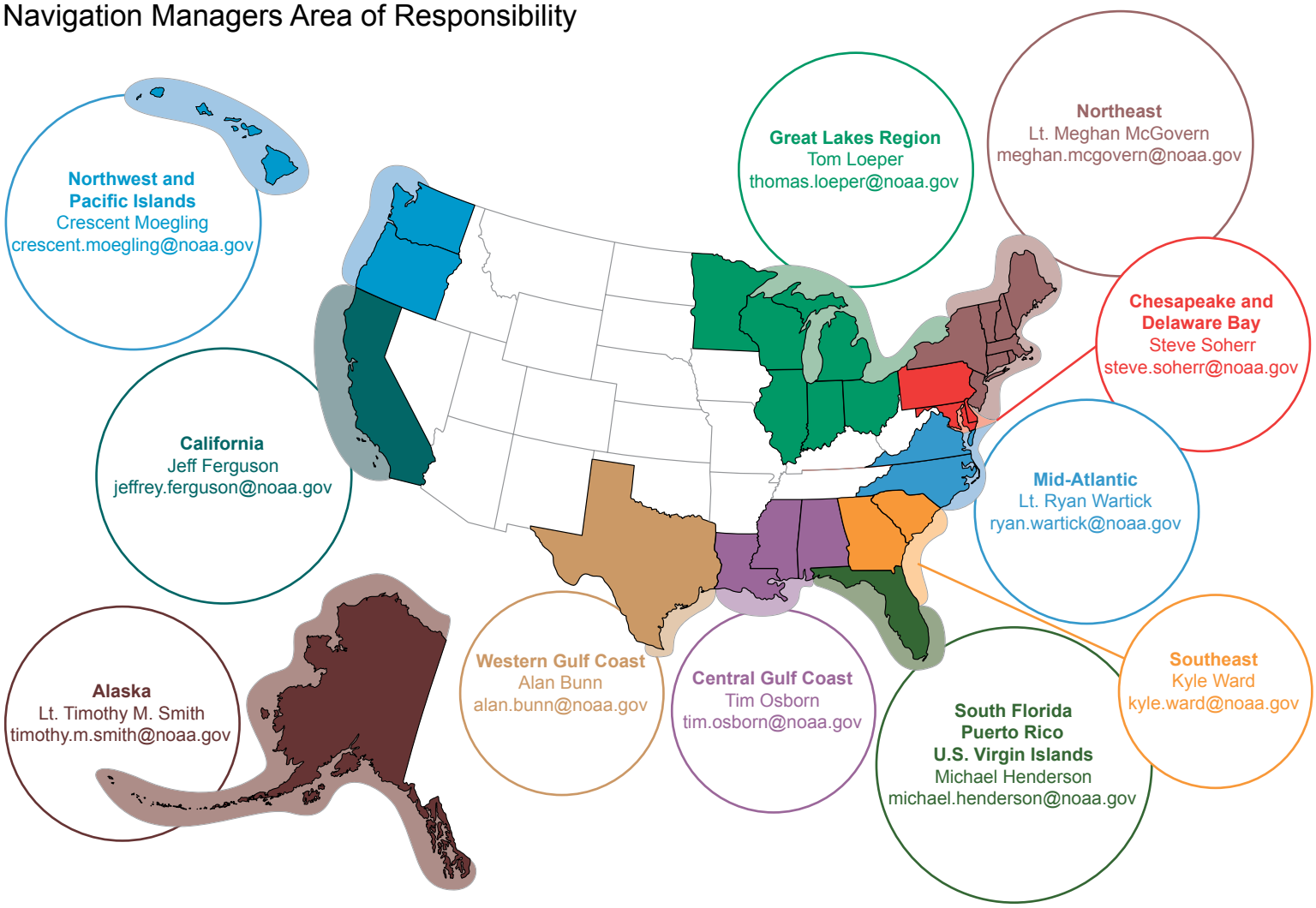
[Selected Excerpts from Coast Pilot]
Houston Ship Channel extends from Galveston Harbor across Galveston Bay and through parts of San Jacinto River and Buffalo Bayou to the city of Houston, a distance of 44 miles. The entrance to the channel is at the NW end of Bolivar Roads, between Port Bolivar and Texas City channels. The entrance is marked by a **318°** lighted range and by a lighted bell buoy on the NE side of the channel. The channel through the bay is marked by lights, lighted ranges, buoys, daybeacons, and a leading light at Baytown Bend.

N of Bolivar Peninsula, spoil banks on both sides of the channel extend N to **Red Fish Bar**. About 1.5 miles below Red Fish Bar, a narrow channel marked at the entrance by Daybeacon 1, exits Houston Ship Channel to the W, leading to Dickinson Bayou. In 1985, the controlling depth through the spoil bank was 6 feet. In 2009, it was reported that Dickson Channel Daybeacon 1 was not visble. Along the NE side of Houston Ship Channel N of Red Fish Bar, there are several dredged openings through the spoil bank permit passage into the NE part **Upper Galveston Bay**; see that chart for depths.
An oil-loading terminal is at **Mile 333.2W** on the SE side of the waterway. The waterway continues SW to Port Bolivar and Galveston Bay. Basins along this part of the waterway have several marinas where berths, gasoline, diesel fuel, water, ice, launching ramps, and marine supplies can be obtained. A marina at **Mile 342.9W,** on the SE side of the waterway can accommodate craft drawing up to 5 feet, and has facilities for handling craft up to 55 feet for hull and engine repairs. A channel leading from Galveston Bay through **Sievers Cove** to the waterway, about **Mile 343.2W,** is marked on both sides by piles.
The waterway leaves the Bolivar cut and enters **Galveston Bay** at **Mile 349.3W.** The direct route bypasses Galveston and proceeds SW through the lower part of the bay. **Houston Ship Channel** is crossed at **Mile 350.2W.** The Coast Guard has requested vessels transiting the waterway make a **SECURITE** call on VHF-FM channel 13 prior to crossing Houston Ship Channel, particularly during periods of restricted visibility. Vessel Traffic Service Houston-Galveston recommends west bound tows avoid meeting east bound tows between Bolivar Peninsula Buoy 15 and Buoy 20 due to strong currents and shoaling at the entrance to Bolivar. The port of **Houston** is 43 miles to the NW. The channel to Texas City is crossed at **Mile 350.8W;** the port is 5 miles to the WNW.
There is a dry storage marina on the end of the Texas City Dike, about 0.6 mile NW of the junction with Texas City Channel. Gasoline, diesel fuel, water, ice, and marine supplies are available. A depth of 6 feet was reported alongside the fuel dock and in the approach channel in August 1982.
The Coast Guard advises vessels exercise particular caution where the channel intersects the Intracoastal Waterway, about 6.6 miles above the entrance jetties and just below Lighted Buoys 25 and 26. Situations resulting in collisions, groundings, and close quarters passing have been reported by both shallow and deep draft vessels. The Coast Guard has requested vessels make a SECURITE call on VHF FM channel 13 prior to crossing the Intracoastal Waterway, particularly during periods of restricted visibility.
Coast Guard.–A Sector Office is in Houston. (See Appendix A for address.) Houston Coast Guard Air Station is at Ellington Air Force Base.
Harbor regulations.–The Port of Houston is managed, governed, and controlled by the Port of Houston Authority. The regulations are enforced by the Director of the Port whose offices are in the Port Authority Building at 1519 Capital Avenue; telephone (713-225-0671). (See 162.75 (b)(4), chapter 2, for speed limit in the harbor.) Smoking is prohibited on any wharf except in designated smoking areas and is also prohibited on the open decks or in the hatches of any vessel in the harbor. These regulations are strictly enforced.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Navigation Managers Area of Responsibility

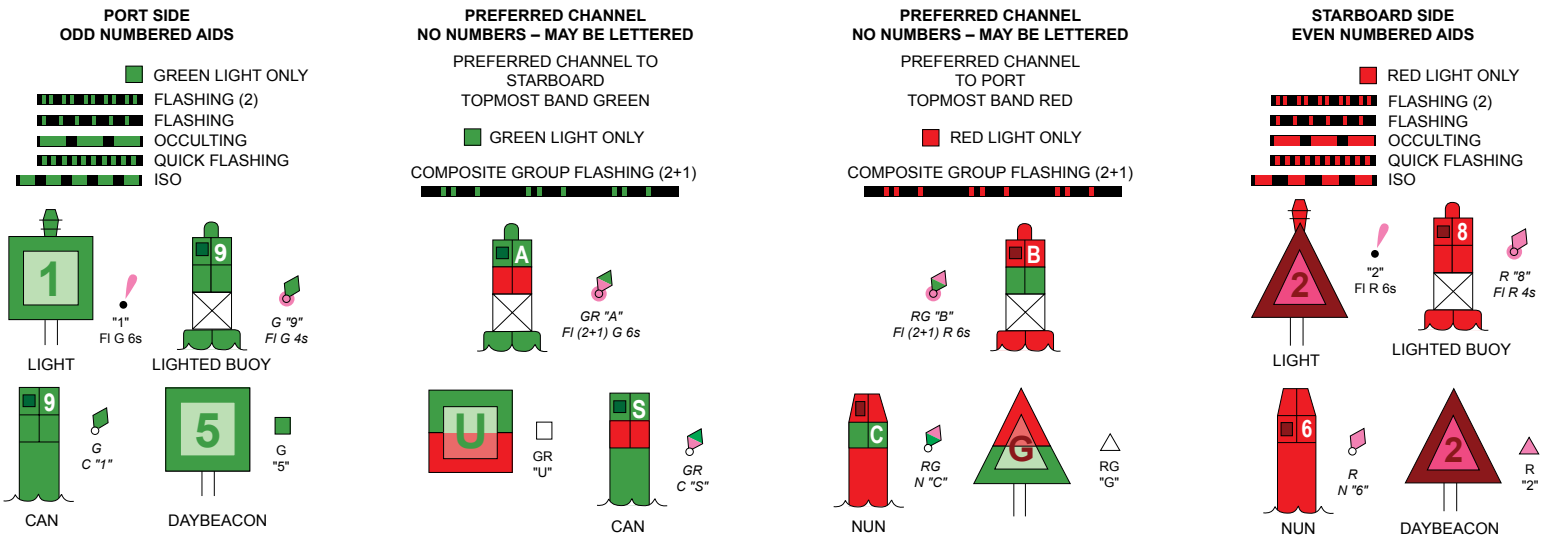


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

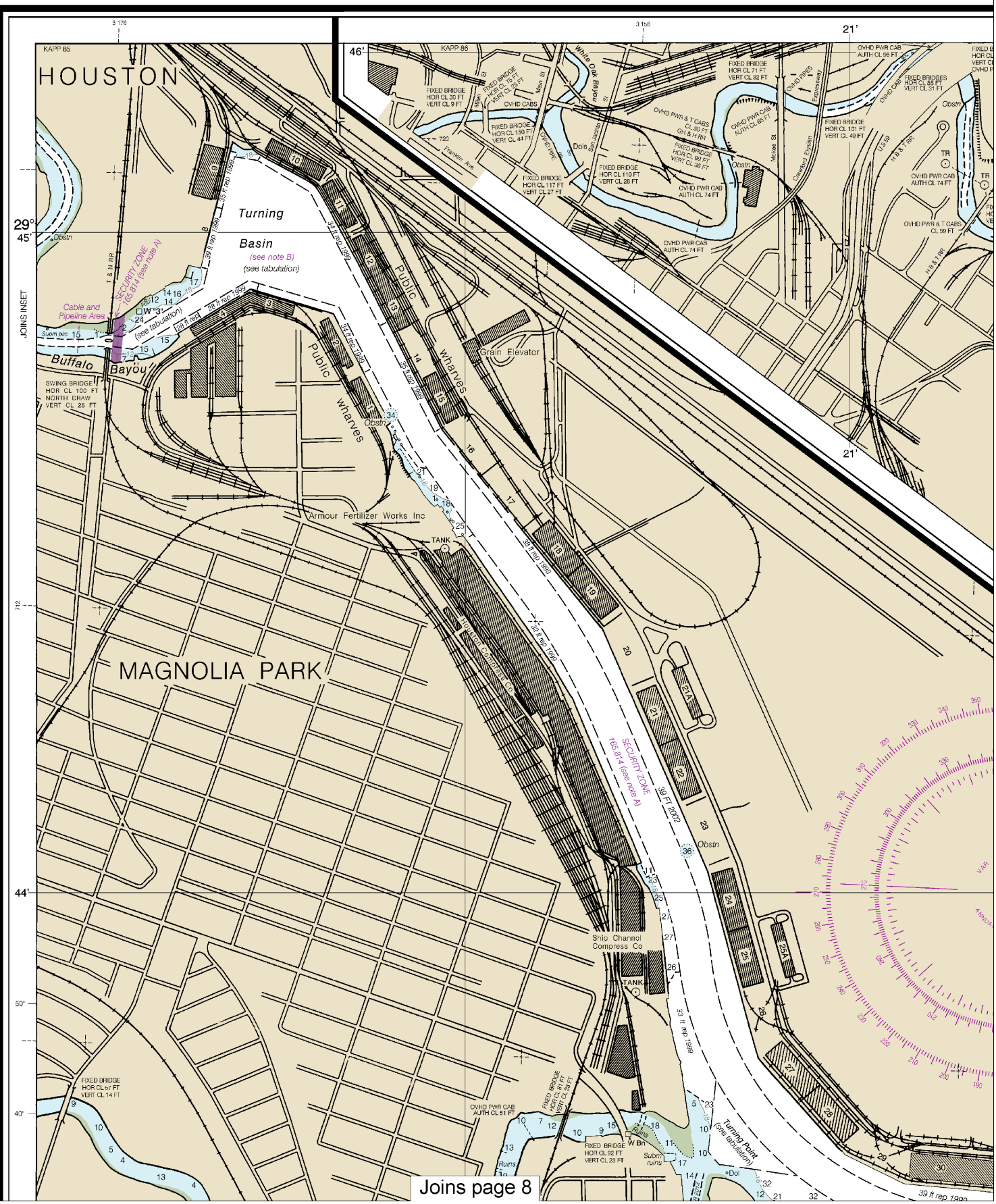
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

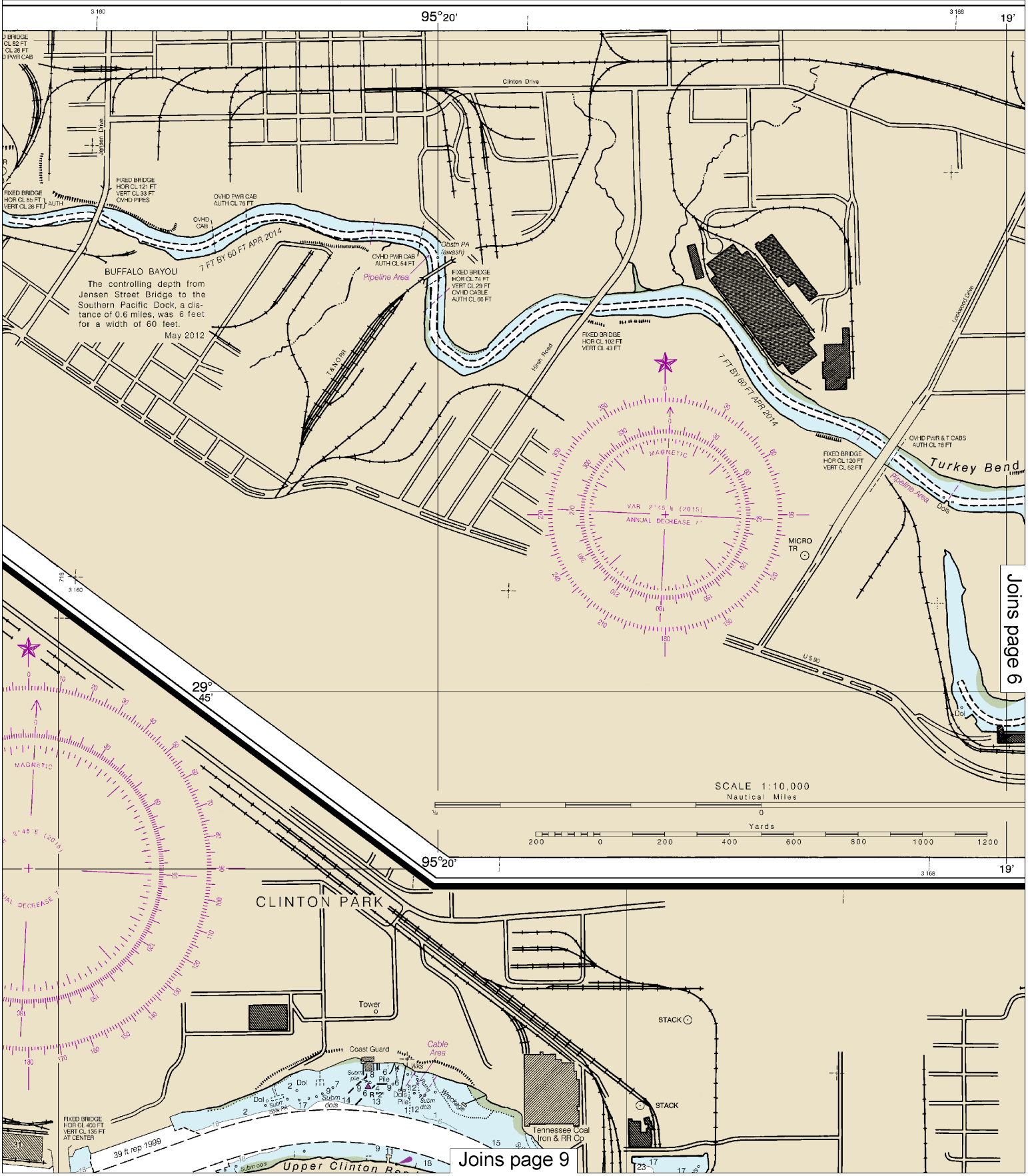
Nautical Miles

0

Yards

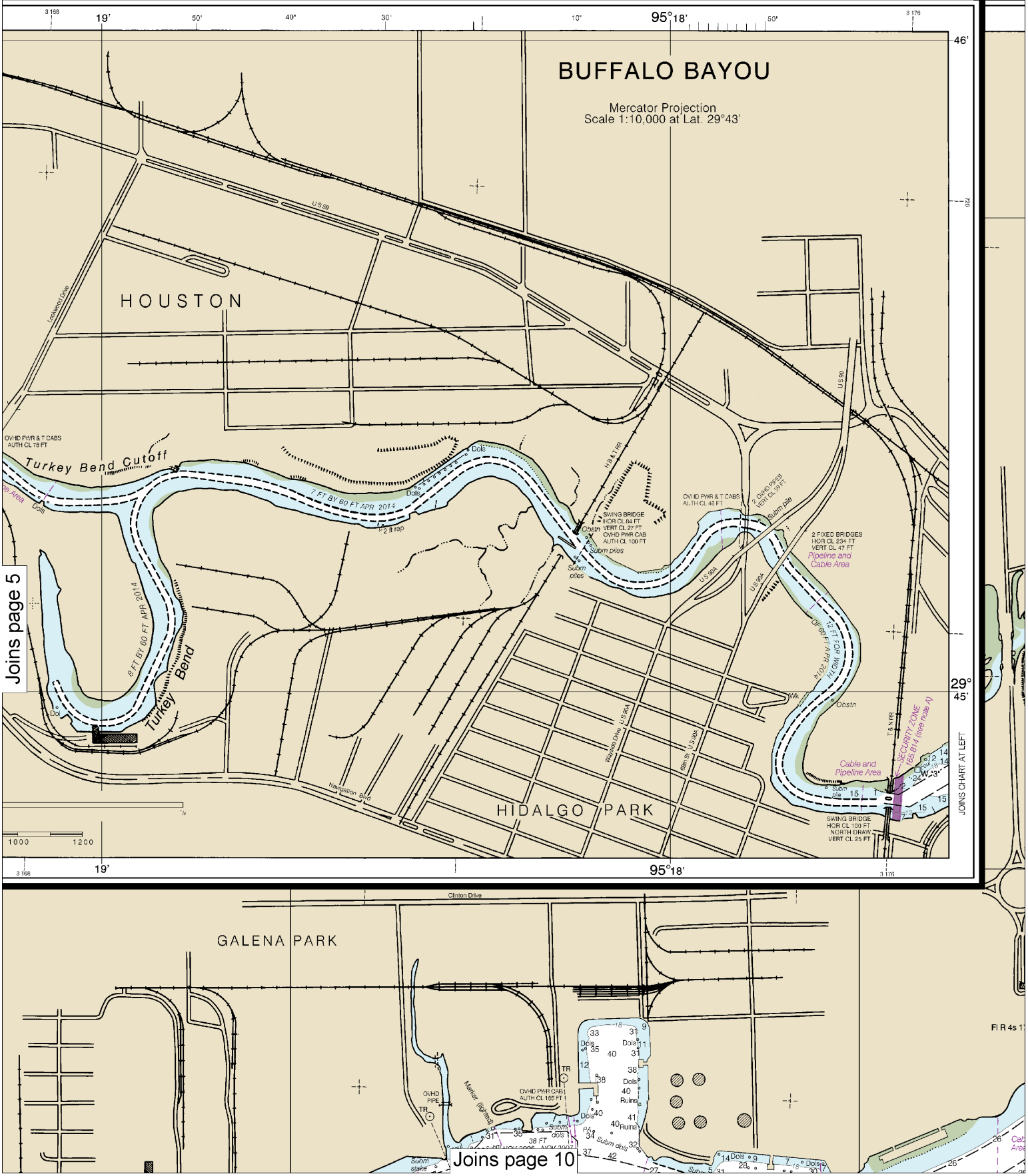
200 0 200 400 600 800 1000 1200

See Note on page 5.



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:14285. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

29B, C & GS 590, 1st Combined Ed., Mar. 1952 C-1933-389



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

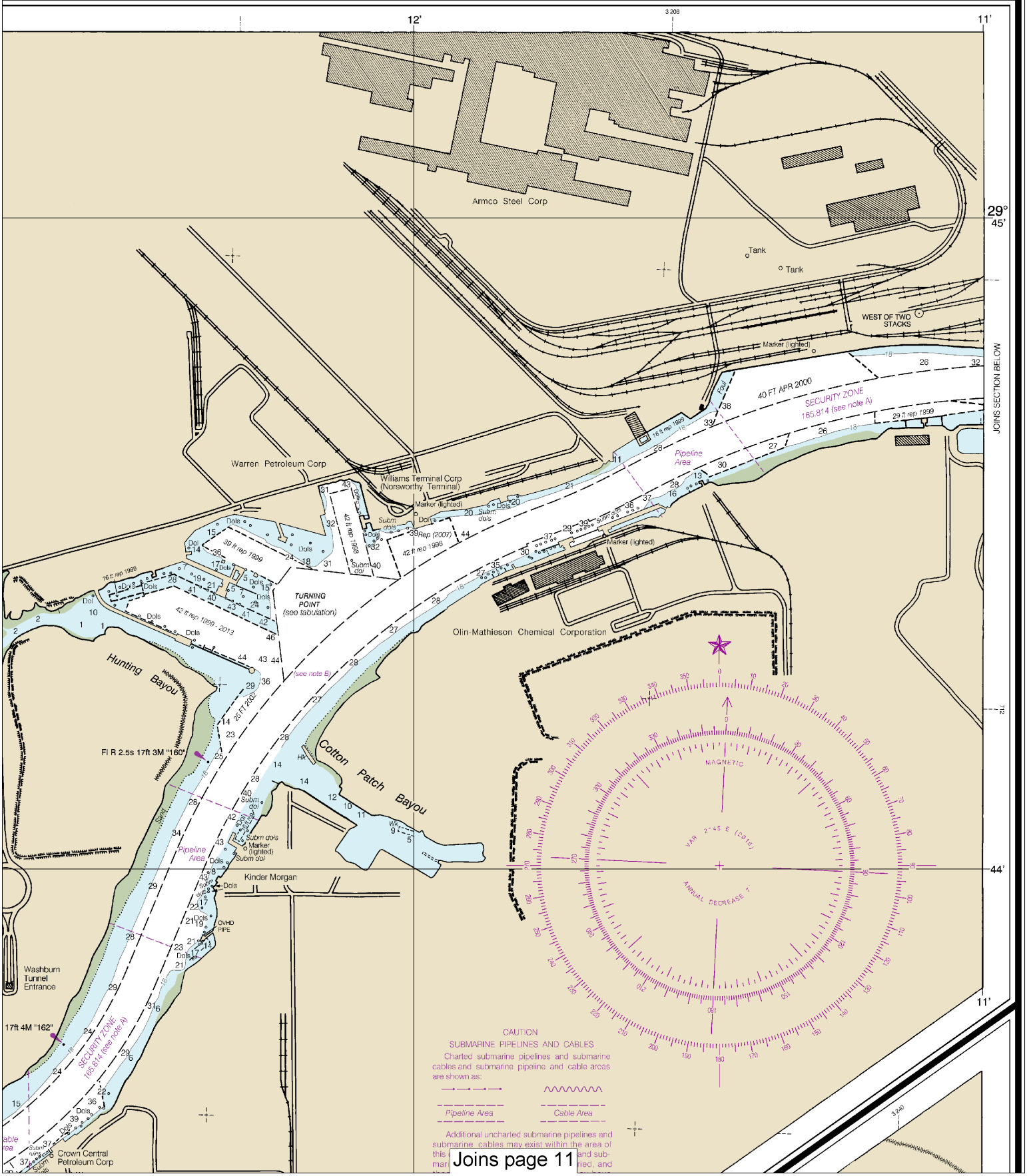
Nautical Miles

0

Yards

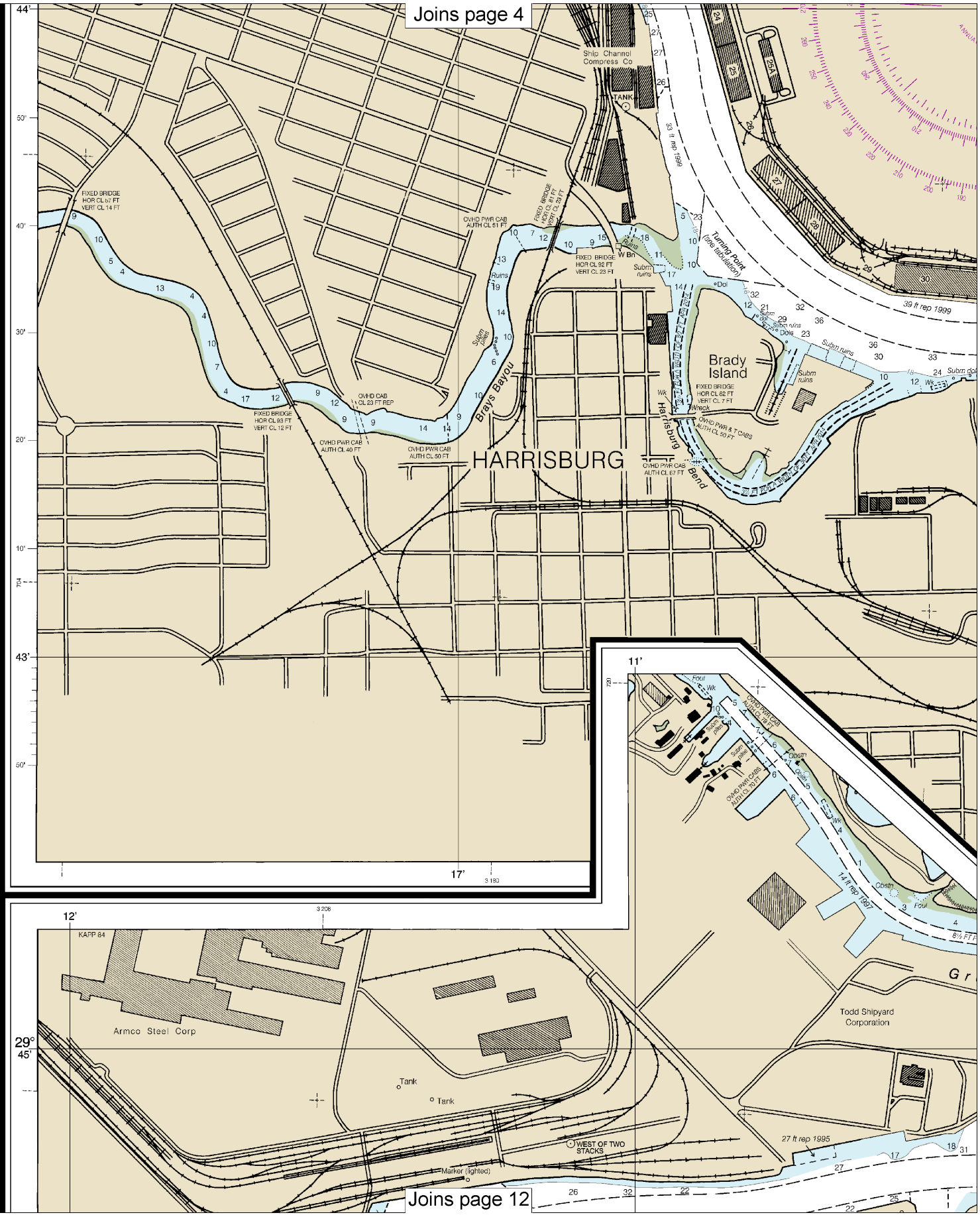
200 0 200 400 600 800 1000 1200

See Note on page 5.



hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 5/10/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)



Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

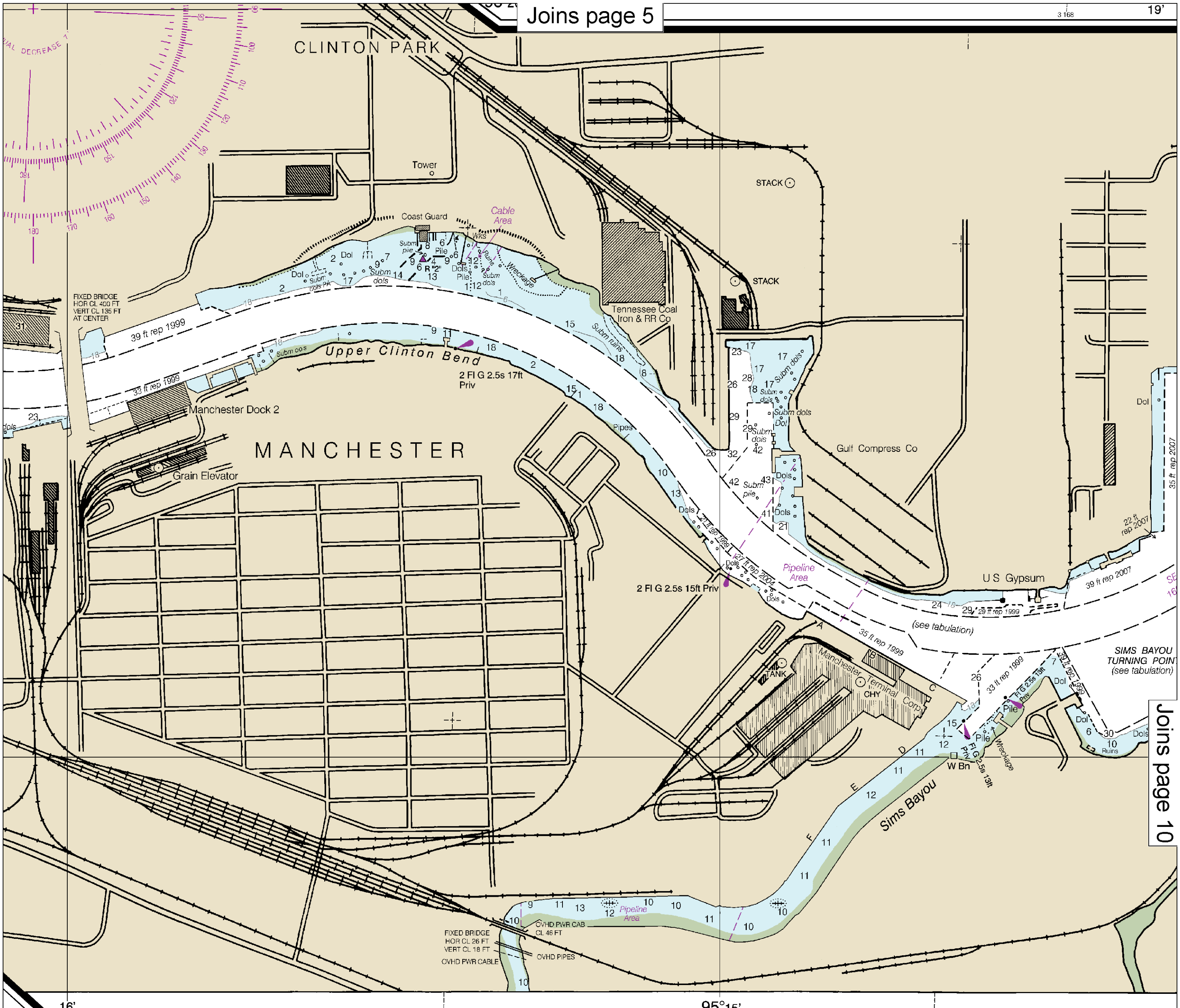
Nautical Miles

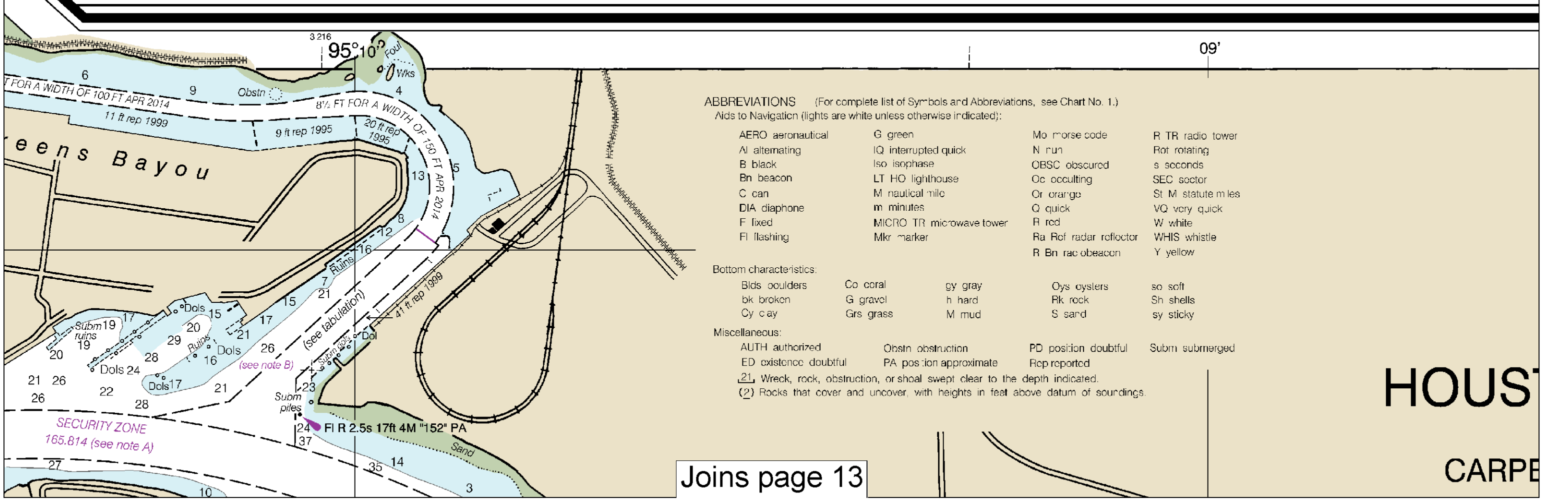
0

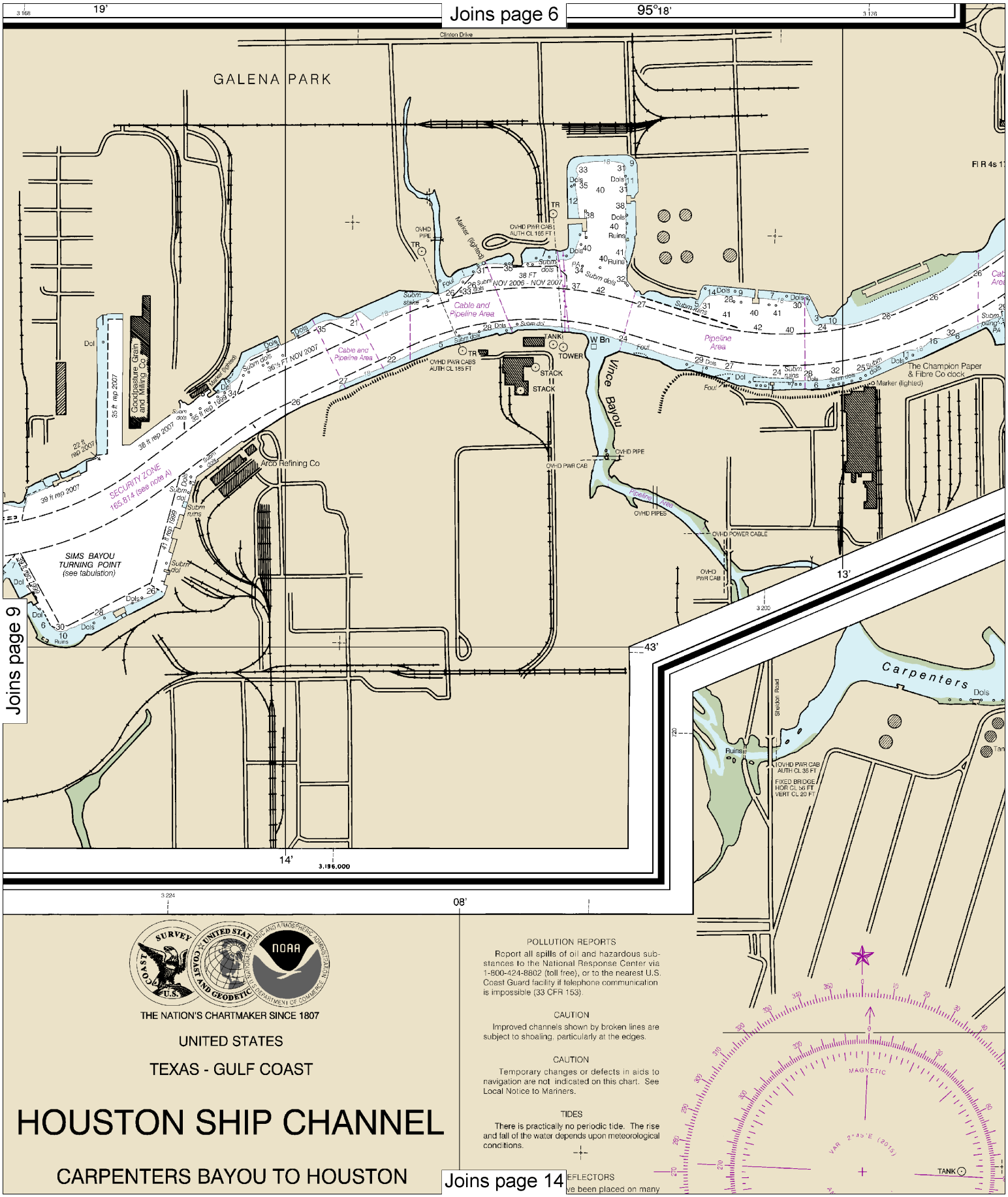
Yards

200 0 200 400 600 800 1000 1200

Note: Chart grid lines are aligned with true north.


Joins page 5
CLINTON PARK
Tower
Coast Guard
Cable Area
STACK
STACK
Tennessee Coal Iron & RR Co
FIXED BRIDGE HOR CL 400 FT VERT CL 135 FT AT CENTER
39 ft rep 1999
33 ft rep 1999
Upper Clinton Bend
2 Fl G 2.5s 17ft Priv
Manchester Dock 2
Grain Elevator
MANCHESTER
Gulf Compress Co
Pipeline Area
2 Fl G 2.5s 15ft Priv
US Gypsum
39 ft rep 2007
35 ft rep 2007
22 ft rep 2007
29 ft rep 1999
(see tabulation)
35 ft rep 1999
33 ft rep 1999
SIMS BAYOU TURNING POINT (see tabulation)
TANK
Manchester Terminal Corp
CHY
W Bn
Fl G 2.5s 13ft Priv
Wreckage
Sims Bayou
Pipeline Area
OVHD PWR CAB CL 46 FT
FIXED BRIDGE HOR CL 26 FT VERT CL 18 FT
OVHD PWR CABLE
OVHD PIPES
Joins page 10
16'
95°15'
19'


95°10'
09'
FOR A WIDTH OF 100 FT APR 2014
11 ft rep 1999
8½ FT FOR A WIDTH OF 150 FT APR 2014
9 ft rep 1995
20 ft rep 1995
eens Bayou
41 ft rep 1999
(see tabulation)
(see note B)
Fl R 2.5s 17ft 4M "152" PA
SECURITY ZONE 165.814 (see note A)
Sand
ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):
AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow
Bottom characteristics:
Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky
Miscellaneous:
AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
HOUST
CARPE
Joins page 13



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

TEXAS - GULF COAST

HOUSTON SHIP CHANNEL

CARPENTERS BAYOU TO HOUSTON

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

TIDES

There is practically no periodic tide. The rise and fall of the water depends upon meteorological conditions.

REFLECTORS

...ve been placed on many

MAGNETIC

VAR 5°45'E (2015)

TANK

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

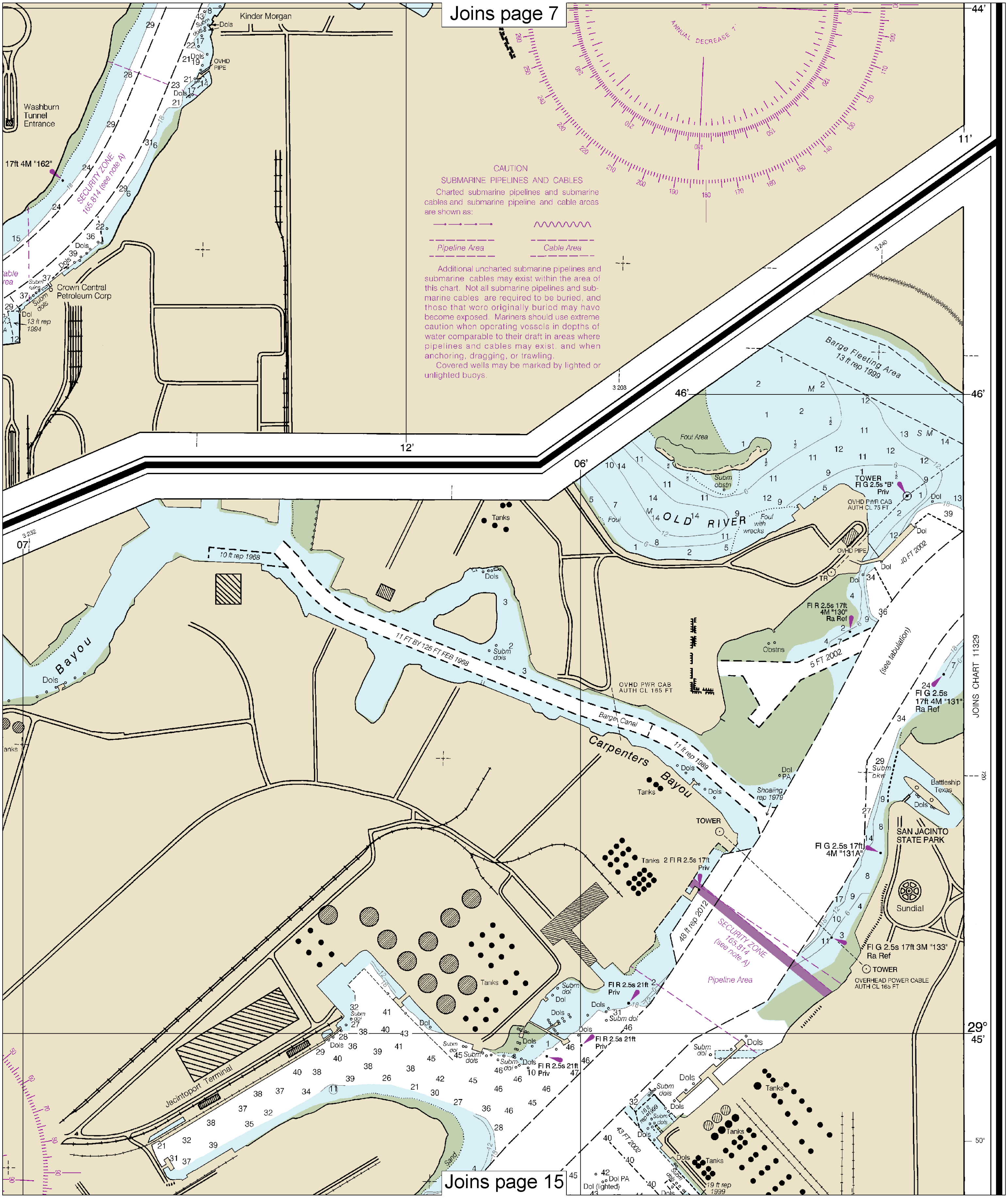
Nautical Miles

0

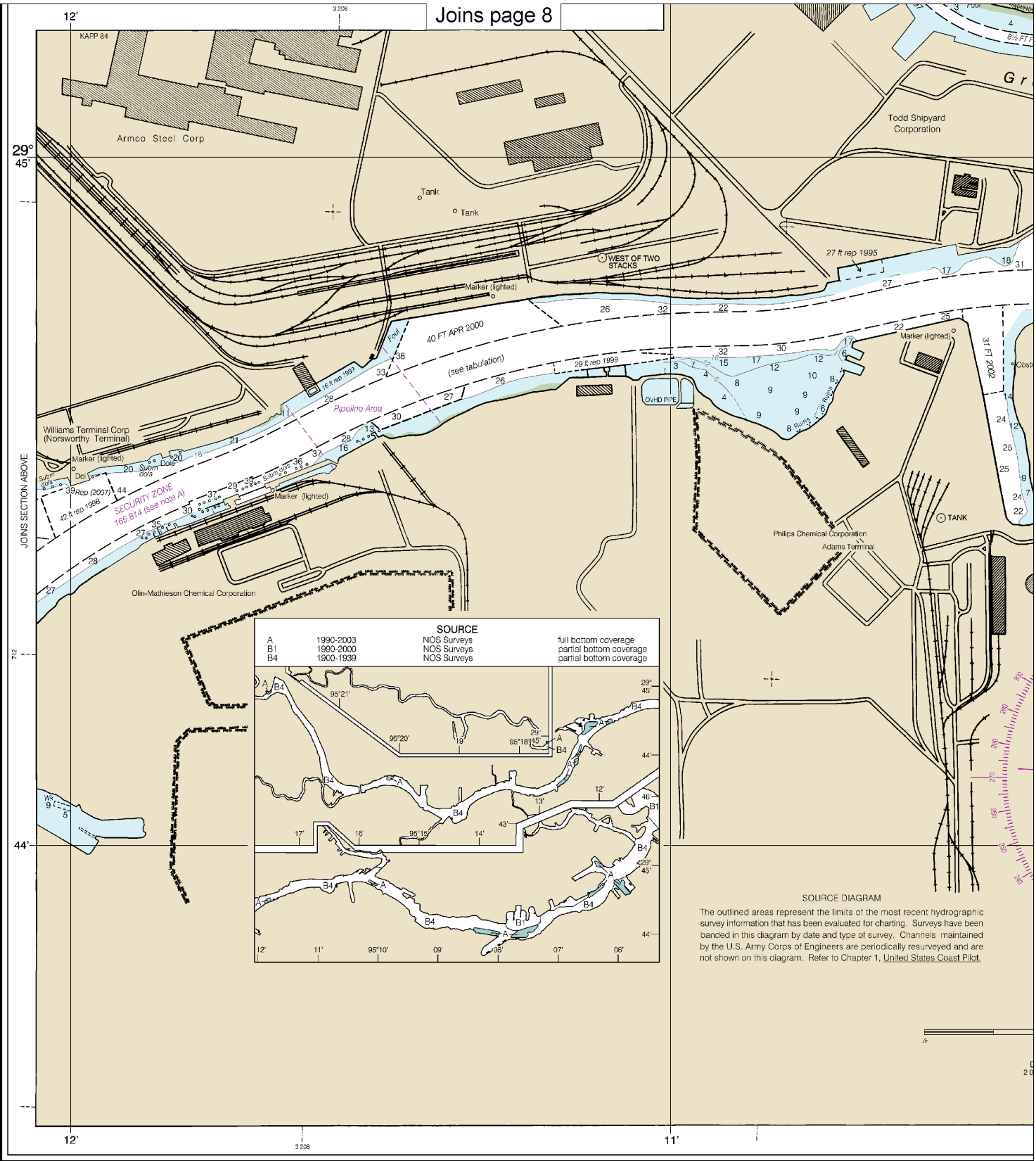
Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.


Joins page 7
Kinder Morgan
Washburn Tunnel Entrance
17ft 4M "162"
SECURITY ZONE 165.814 (see note A)
Crown Central Petroleum Corp
13 ft rep 1994
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area
Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.
ANNUAL DECREASE 7'
44'
11'
12'
46'
06'
07'
Barge Fleeting Area 13 ft rep 1999
Foul Area
OLD RIVER
Foul with wrecks
TOWER Fl G 2.5s "B" Priv
OVHD PWR CAB AUTH CL 75 FT
OVHD PIPE
10 ft rep 1968
11 FT BY 125 FT FEB 1968
Bayou
Tanks
Dols
Subm dols
Fl R 2.5s 17ft 4M "130" Ra Ref
5 FT 2002
40 FT 2002
(see tabulation)
OVHD PWR CAB AUTH CL 165 FT
Barge Canal
11 ft rep 1989
Carpenters Bayou
Shoaling rep 1979
Fl G 2.5s 17ft 4M "131" Ra Ref
JOINS CHART 11329
Battleship Texas
SAN JACINTO STATE PARK
Fl G 2.5s 17ft 4M "131A"
Sundial
TOWER
2 Fl R 2.5s 17ft Priv
43 ft rep 2012
SECURITY ZONE 165.814 (see note A)
Pipeline Area
Fl G 2.5s 17ft 3M "133" Ra Ref
TOWER
OVERHEAD POWER CABLE AUTH CL 165 FT
Fl R 2.5s 21ft Priv
Fl R 2.5s 21ft Priv
Fl R 2.5s 21ft 10 Priv
29°
45'
Jacintoport Terminal
Sand
43 FT 2002
Dol PA
Dol (lighted)
19 ft rep 1999
Joins page 15

Joins page 8



41st Ed., Aug. 2015

11325

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquir about this chart at http://www.nauticalcharts.n

Last Correction: 5/10/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles

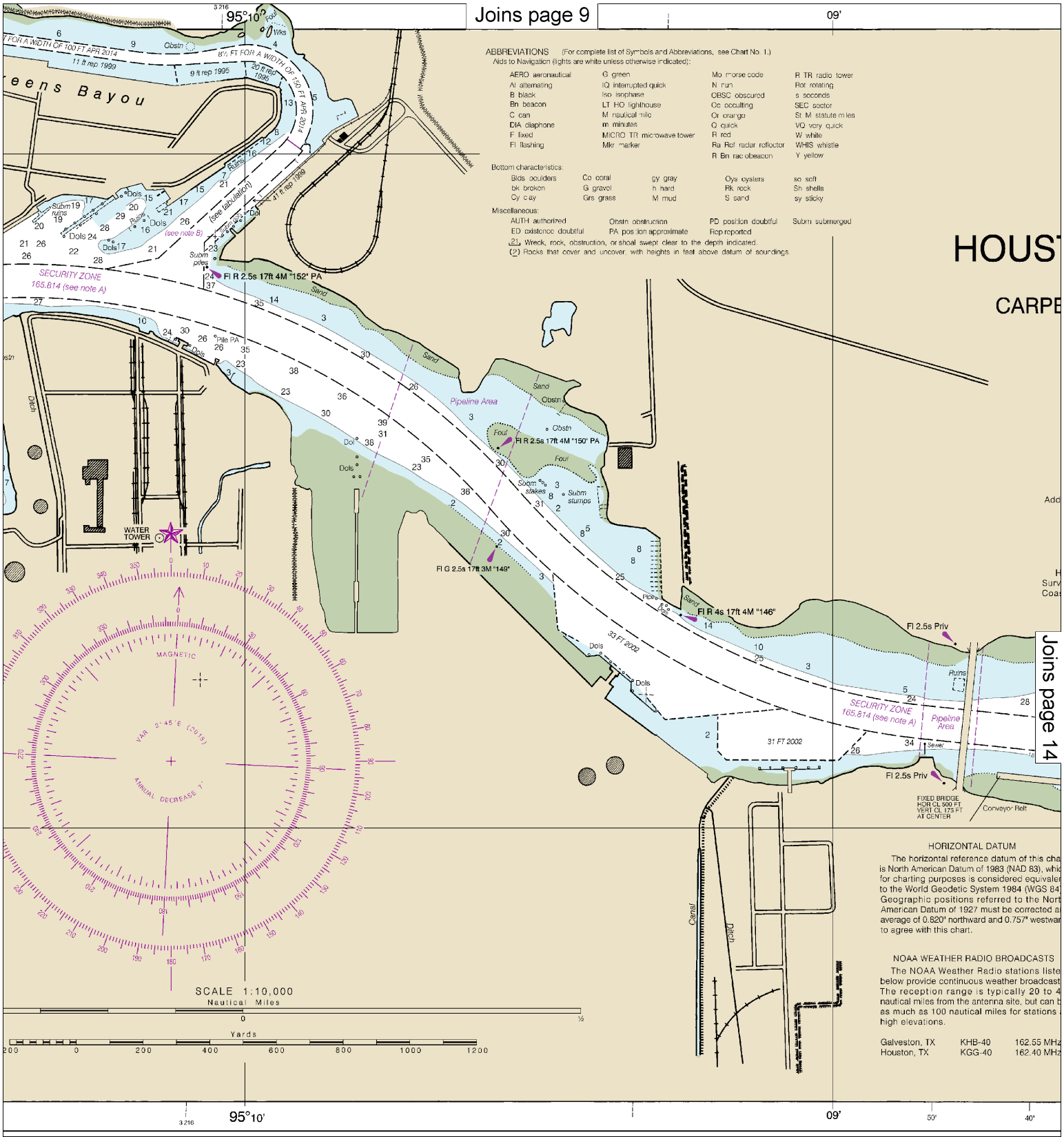
0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.

Joins page 9



Joins page 14

SOUNDINGS IN FEET

Joins page 10

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

TEXAS - GULF COAST

HOUSTON SHIP CHANNEL

CARPENTERS BAYOU TO HOUSTON

Mercator Projection
Scale 1:10,000 at Lat. 29°43'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

PLANE COORDINATE GRID
(based on NAD 1927)
Texas State, South Central Zone, is indicated on this chart at 4000 foot intervals thus:

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

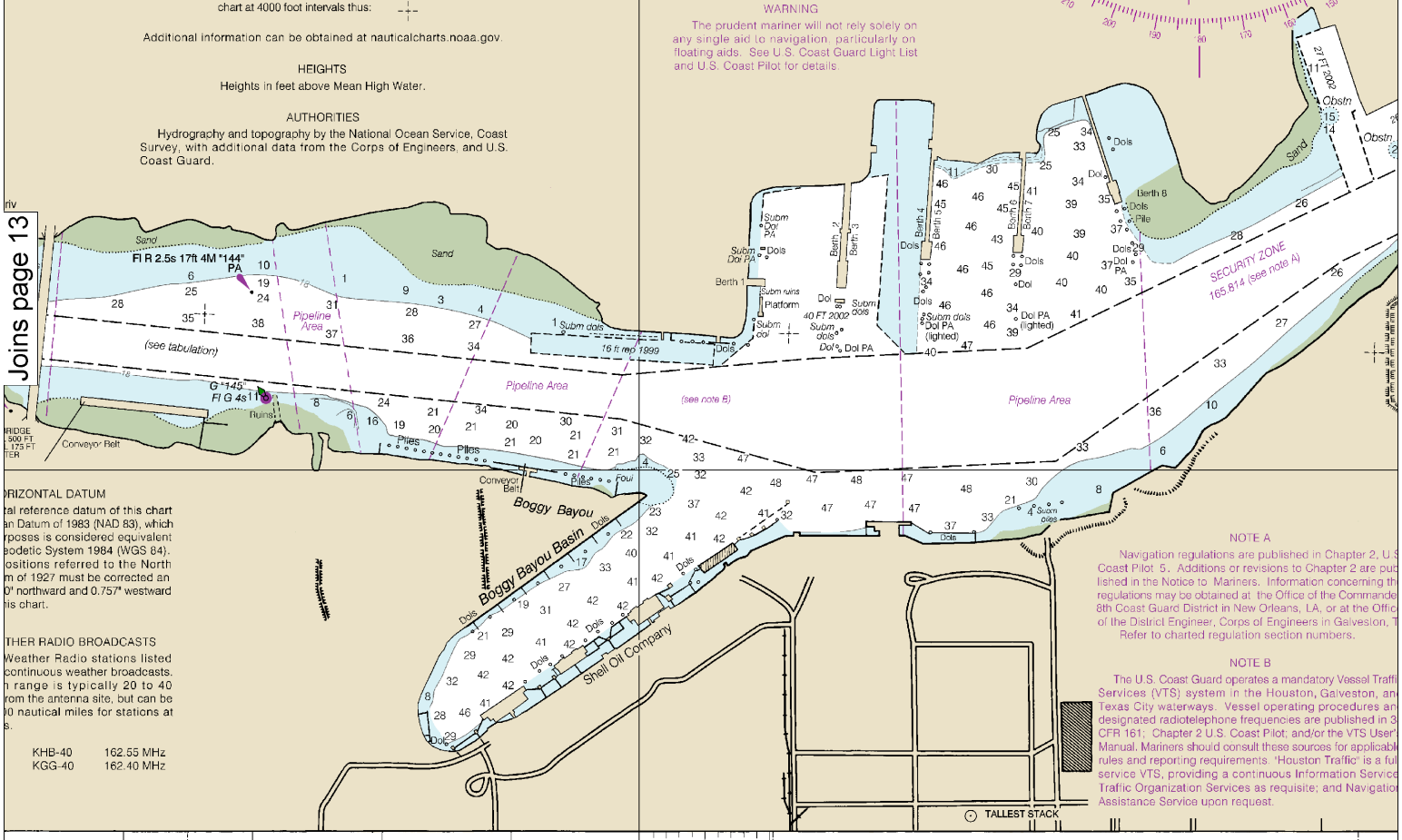
TIDES
There is practically no periodic tide. The rise and fall of the water depends upon meteorological conditions.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



HORIZONTAL DATUM
...tal reference datum of this chart ...n Datum of 1983 (NAD 83), which ...rposss is considered equivalent ...eodetic System 1984 (WGS 84). ...ositions referred to the North ...m of 1927 must be corrected an ...0" northward and 0.757" westward ...his chart.

OTHER RADIO BROADCASTS
...Weather Radio stations listed ...continuous weather broadcasts. ...n range is typically 20 to 40 ...rom the antenna site, but can be ...0 nautical miles for stations at ...s.

KHB-40	162.55 MHz
KGG-40	162.40 MHz

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

NOTE B
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Houston, Galveston, and Texas City waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161; Chapter 2 U.S. Coast Pilot; and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. 'Houston Traffic' is a full service VTS, providing a continuous Information Service, Traffic Organization Services as requisite; and Navigation Assistance Service upon request.

Joins page 13

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1
FEET	6
METERS	1 2

Note: Chart grid lines are aligned with true north.

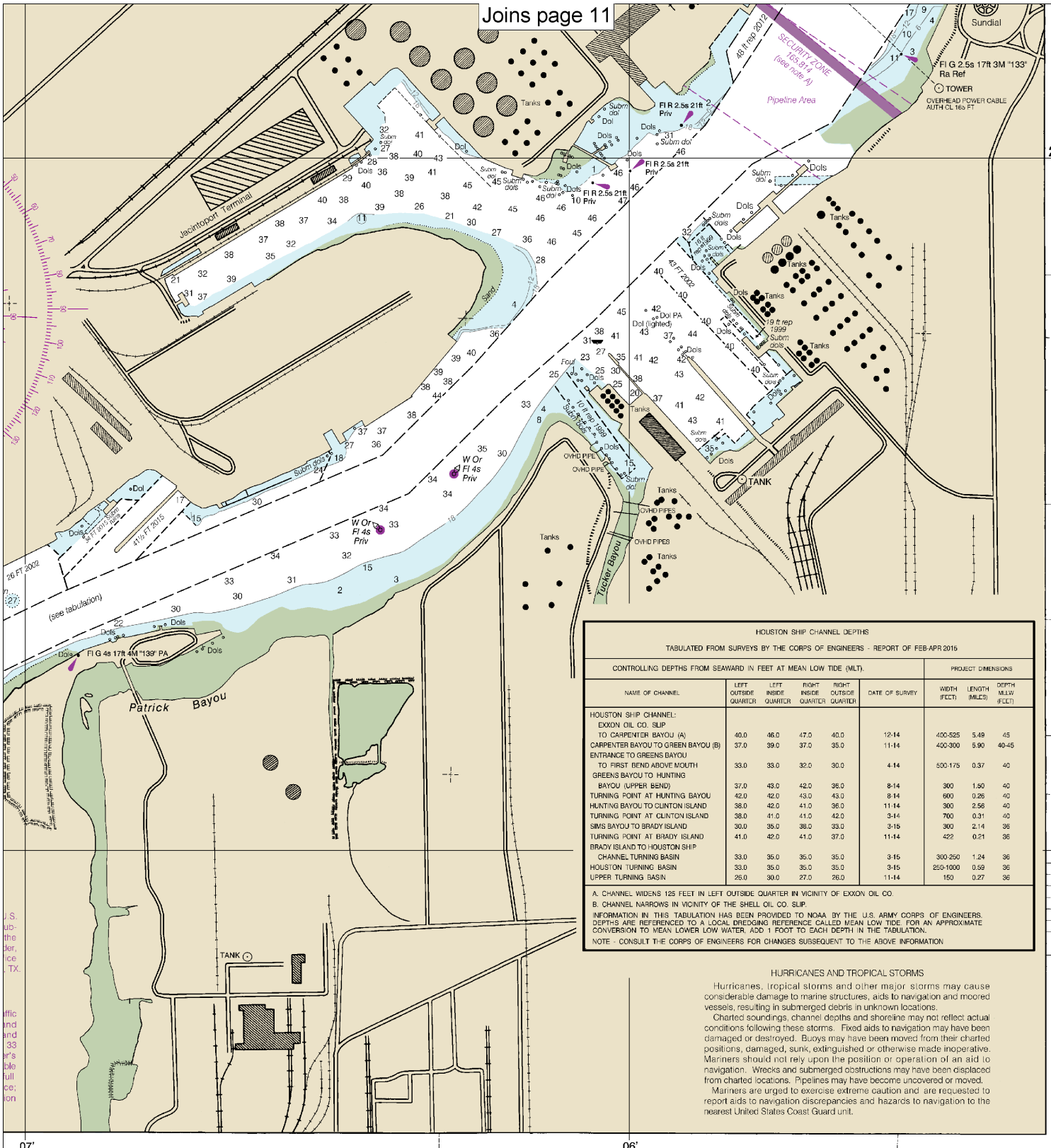
Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles
0

Yards
200 0 200 400 600 800 1000 1200

See Note on page 5.

Joins page 11



HOUSTON SHIP CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB-APR 2015

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT). LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
HOUSTON SHIP CHANNEL:								
EXXON OIL CO. SLIP								
TO CARPENTER BAYOU (A)	40.0	46.0	47.0	40.0	12-14	400-525	5.49	45
CARPENTER BAYOU TO GREEN BAYOU (B)	37.0	39.0	37.0	35.0	11-14	400-300	5.90	40-45
ENTRANCE TO GREENS BAYOU								
TO FIRST BEND ABOVE MOUTH	33.0	33.0	32.0	30.0	4-14	500-175	0.37	40
GREENS BAYOU TO HUNTING								
BAYOU (UPPER BEND)	37.0	43.0	42.0	36.0	8-14	300	1.50	40
TURNING POINT AT HUNTING BAYOU	42.0	42.0	43.0	43.0	8-14	600	0.26	40
HUNTING BAYOU TO CLINTON ISLAND	38.0	42.0	41.0	36.0	11-14	300	2.56	40
TURNING POINT AT CLINTON ISLAND	38.0	41.0	41.0	42.0	3-14	700	0.31	40
SIMS BAYOU TO BRADY ISLAND	30.0	35.0	38.0	33.0	3-15	300	2.14	36
TURNING POINT AT BRADY ISLAND	41.0	42.0	41.0	37.0	11-14	422	0.21	36
BRADY ISLAND TO HOUSTON SHIP								
CHANNEL TURNING BASIN	33.0	35.0	35.0	35.0	3-15	300-250	1.24	36
HOUSTON TURNING BASIN	33.0	35.0	35.0	35.0	3-15	250-1000	0.59	36
UPPER TURNING BASIN	26.0	30.0	27.0	26.0	11-14	150	0.27	36

A. CHANNEL WIDENS 125 FEET IN LEFT OUTSIDE QUARTER IN VICINITY OF EXXON OIL CO.

B. CHANNEL NARROWS IN VICINITY OF THE SHELL OIL CO. SLIP.

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Houston Ship Channel, Carpenters Bayou to Houston

SOUNDINGS IN FEET - SCALE 1:10,000

11325

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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